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# THE TORQUE·TUBE

THE NEWS PUBLICATION FOR MEMBERS

OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



**Volume XI • Number 3**





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VOL. XI, NO. 3

DECEMBER 1992

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William E. Olson, Editor • 842 Mission Hills Lane, Columbus, Ohio 43235

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## GOOD NEWS



The Good News is that the Club will continue, notwithstanding my impending retirement as Editor, Manager, Treasurer, Chief Cook and Bottle-Washer. It will continue more-or-less unabated, once its new stewards have figured out what they have really gotten themselves in for. The Bad News — if bad it really be — is that you will have to do without my Outrageous Opinions and Corrosive Commentaries for a while. However, as I have said, I expect that after a rest period I will be back with some kind or other of contribution to this publication — if the New Guys will allow that — and to the Club. My connection to the Club is too strong for me to turn my back and walk away forever.

A sort of junta of five members from the San Francisco Bay Area has agreed to take over as of January 1, 1993, and even as I write this they are charting their course with enthusiasm and determination. They are (in no particular order): Dug Waggoner (#10); Jim Flack (#499); George Canavan (#806); Harry Logan (#651); and Wayne Chan (#140). At least some, if not all, of these names will be familiar to many of you. Dug, together with his Magical and Mysterious Oriental Pen NIKKO, has furnished us with works of art which, if they are not candidates for hanging in the National Gallery, are nevertheless both inspiring and entertaining for the perhaps-humbler tastes of car nuts. He has also written divertingly of his experiences, boy and man, with '38 Buicks. Jim is our Roster Master and Reigning Expert on Life in the 1930s. Harry has contributed many excellent photos and technical tips. Of George and Wayne I can say that they are engaging fellows, and that George has a two-tone car; their other virtues have simply not had a chance to reveal themselves to me, but I am certain that they are manifold. (By "manifold" I mean here marked by diversity and variety, or multi-branched, as are those pipes on the sides of your engines that go by the same name.)

I have every confidence that these gentlemen will do a first-class job. Indeed, I can think of no group of members that I would more prefer as my successor. Undoubtedly, their respective wives will also be involved, in accordance with their own respective talents and desires. Ladies, I have no intent to slight you; I have not mentioned you all by name only because I have been insensitive enough to have forgotten some of your names. The product of the labors of this group will be different, in some respects at least, from the product of my own, to which you all have become accustomed. That is not to say that it will be an inferior product; indeed, I have good reason to believe that it may very well be better.

• FOUNDED BY DAVE LEWIS IN 1980 •

## COVER CAR

*A 1937 Special convertible coupe on the showroom floor at Bennett Bros. Buick in December 1936. See Guy Bennett, Jr.'s story in this issue.*

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I expect that THE TORQUE TUBE'S publication schedule will be cut back from nine times per year to six. This was my recommendation to Dug (who has been spokesman for the group), as being a reasonably-attainable goal and in line with the performance of many other car club editors. (For example, the Riviera Owners Association's excellent publication, THE RIVIEW, is a bi-monthly, and the editors thereof, Ray and Ginny Knott, say that is the absolute most they can do.) If I'd had more sense, and less compulsion to excel and to please everyone, I would have done it myself long ago.

A few people suggested to me that we attempt to hire a "professional" editor, perhaps some free-lance journalist who does several small magazines. Besides requiring a significant increase in the Club's dues, this would, in my judgment, be unacceptable even if such a person could be found. The nature of this publication has always been such that the "editor" must also be the author of a majority of its content, and I cannot conceive of a person from outside the Club, who does not own a '37 or '38 Buick and participate in the shared experience that is, and always has been, our bedrock strength, being able to do that successfully. The Club and this publication must in my opinion be "labors of love," and if they cease to be that the Club will lose its fundamental character and its greatest virtue.

While I am talking about the character of the Club, it might be worthwhile to digress for a moment and look at a club that is similar in some respects to us but yet significantly different: the Riviera Owners Association. ROA puts out a type-set, color-cover publication, THE RIVIEW, six times per year, which for an "amateur" product, is first-rate. ROA also has successful, well-attended annual meets and a network of advisors and regional directors. This is possible in large part because ROA has over 2,000 members (roughly five times our size), and thus can hold its dues in the \$20 range and turn out a slicker, more professional-looking publication by participating in economies of scale to an extent we cannot match. ROA can also draw on a much larger pool of potential contributors. At the same time, however, its technical advice must be allocated among over 20 model years, and thus any given RIVIEW issue may be of no practical (as distinguished from inspirational or entertaining) value to a large percentage of its members. That is not the case with us, and thus in our relative weakness lies our greatest strength. It has been suggested that our Club could be expanded to include more model years, and it seems clear enough that a "1936-1942 Buick Club" or even a "Straight-Eight Buick Club" (bigger yet) could rival or exceed ROA in size, and do things our present Club cannot reasonably do. Nevertheless, I have always thought that if we can possibly carry on the way we are we should do so, because expanding the Club would inevitably destroy the fundamental character that makes it unique.

Thanks to the commitment of Messrs. Waggoner, Logan, Flack, Chan, and Canavan, we will carry on. It was from essentially this very group that I thought all along we would find our salvation. Obviously, I could not order them to stand up and be counted; I could only sit back, wait, and hope that they would do so, and all of us owe them our gratitude.

I will also take this opportunity to again thank one of the real "unsung heroes" of this Club, Steve Weinstein (#532). Steve did our roster for two or three years, and has done our mailing labels for at least seven years, all with the utmost dependability and without complaint. Steve does not even own a '37 or '38 Buick, and thus has had ample ground to drop out and say the hell with us, but he has stuck it out with unfailing good humor, consistently refusing any payment or favor for his invaluable service. I expect that in the near future Jim Flack, who designed our new roster information forms, will be able to take over the label program as a natural adjunct to the roster, at which time Steve will be able to join me in retirement. Thanks, Steve.

The period of my Editor-and-Managership concludes with this issue. It has been one of the most significant and rewarding periods of my life. Looking back on it, I can say that the only thing I regret is that I badgered and castigated you as much as I did, since I now suspect that was more a consequence of my own egotistical desire to achieve a level of superiority in this publication beyond what is reasonable, than it was a consequence of any deficiencies on your part.

I wish you all long life and an abundance of blessings, even those of you who wrongly supposed that I was only bluffing when I said that I must quit. And with that, I turn the stage over to the next act.

*—Bill*

#### AND NOW...HERE'S HARRY!

#### -TO THE MEMBERS OF THE '37-'38 BUICK CLUB-

The number one concern of members we've spoken to is: what's going to happen to the Club? After all the efforts of Dave Lewis and Bill Olson going back to 1980, we can not and must not let the Club die.

The Torque Tube is the cornerstone of the Club; without it there is no Club! That's why several members in the San Francisco Bay area decided to form a team to take over from Bill.

We had our first planning meeting several weeks ago. We believe a team approach will be better than one person having all the responsibility for continuing The Torque Tube. We've divided the workload as follows:

Editor.....	Harry Logan
Art Director.....	Dug Waggoner
Membership.....	Jim Flack
Advertising.....	George Canavan
Contributing Editor.....	Wayne Chan
Contributing Editor.....	Bill Olson
Technical Editor.....	Don Micheletti

We plan to have a production meeting prior to each issue and will continue to use the same Ohio printer that Bill did. In fact, Bill has offered to help as our liaison with the printer.



The magazine's new mailing address will be my address:

The Torque Tube  
1005 Rilma Lane  
Los Altos, CA 94022

(415) 941-4587

In order to have enough information to publish a 32 page issue as in the past, we've decided to produce six instead of nine issues per year.

The first issue will be published in February, 1993. The current Torque Tube is Volume XI \* Number 3. The six 1993 issues will be Numbers 4 through 9. 1994 and future years will contain six issues.

To make this transition work, we need the support of every member. If you learn something about your car, write it up and share it with the other members so we'll all benefit. If you have an interesting story on how you got your car or why you chose it, please write it up and send it in. If you have ideas for articles or how to improve The Torque Tube, let us know. If we don't receive enough material, we'll run more photos of members cars. In fact, some issues may look more like Life magazine than The Torque Tube. This is your Club and we need your input and support at this critical hour in its history!

We'll run a Member Profile in each issue. So if you get a phone call, be prepared to divulge all the intimate details of your relationship with your Buick. We'll also need photos of you and your car.

Bob Carrubba of Bob's Automobilia says there's more interest in '37-'38 Buicks than any other year. And that's because of the Club and its magazine, The Torque Tube. We're now a worldwide organization nearly five hundred members strong. Let's all work together with the goal of preserving and continuing the '37-'38 Buick Club and The Torque Tube.

VIVAT TORQUE TUBE!!



# Per Ardua ad Montreal

*By Jack Shepherd*

The motto of the Royal Canadian Air Force, in which I served as a pilot between May 1941 and July 1943 (until crash injuries forced my retirement) was, and still is, "PER ARDVA AD ASTRA". This motto when translated from Latin means "Through adversity to the stars".

In the spring of 1951, I undertook a trip from Vancouver B.C. to Montreal, Quebec via USA and Canadian highways in a 1938 McLaughlin Buick Special Convertible Sedan (see Vol. VI, issue 6, page 4-8 for more regarding this trip). The trip with its many trying moments and set backs was indeed "Through adversity to Montreal" as the title states.

The car, which I was ecstatic about for styling, was not the best mechanically. I only had limited resources for overhaul having just finished four years of University, but I felt I should at least tend to some phase of repairs that I could afford before starting the trip. Therefore I picked what I thought was the area of highest priority requiring attention. This was the front suspension. One coil spring was cracked near where it rested in the frame socket, shocks were completely gone, bushing, pins and rod ends all worn and one spindle assembly had been slightly bent. The only bright news in the picture was that when we contacted a GM parts dealer for parts he in turn contacted Flint, Michigan and lo and behold a new spindle, springs and other parts were found to be in stock. These parts we received in approximately 6 days. A mechanic friend of mine did the installation.

The engine was very tired and gulped almost as much oil as it did gasoline. I don't say the engine burned all the oil - no doubt some of the oil consumption was due to some leaking of the crankshaft seals and old gaskets but still it was noticeable that the car smoked. Having no money left for engine overhaul, I simply loaded the trunk with two cases of oil (which I had purchased from another friend at wholesale price). By the time I crossed from Detroit into Windsor, Ontario 8 days after starting the trip the car had used all the oil but for 3 quarts - now I'm not talking oil changes here - I'm talking oil additions only! However, I suppose one could regard it as one constant oil change because of the large amount of fresh oil that was so frequently added. In fact I never bothered to check the oil except at the beginning of the day's trip and occasionally on gasoline fill up. The normal procedure was to drive 125 miles pull over to the side of the road and throw in a quart of oil and continue on for another 125 miles until the next pull over for another quart of oil. I elected to drive the car at a maximum speed of 50 miles an hour. However, I'm getting ahead of my story.

The trip started on May 21, 1951. After picking up my two travelling companions (the three of us had been hired by a firm to work in Montreal upon graduation from University) we headed south to the US border. Around noon we turned east from Everett, Washington and proceeded toward Stevens pass. After several miles we

were approached by a loaded logging truck heading for Everett. At the moment of passing a chunk of bark broke away from the top of the truck's load and hit the windshield post of the Buick on my side. Luckily the windshield wasn't damaged but the vent window which was open was cracked and the sash was twisted on its pivots so that it would not close properly thereafter. Shortly after the engine began to run sluggishly so we pulled into a garage-service station. The plugs were found to be oil fouled badly so these had to be cleaned. That night when we reached Spokane we found the plugs again required cleaning. From then on it was the rule and practice to clean the plugs twice a day - once around early afternoon and the second time at the completion of the days trip so that we would be ready for an early start the next morning. I purchased two extra sets of plugs while in Spokane so that we would always have a least one clean ~~pair~~ *set* available in case a plug cleaning machine might not always be available.

May 22nd and 23rd/1951 These two days went fairly well except for the cleaning of the plugs. We reached Butte Montana on the evening of May 22nd and by late evening of May 23rd we were in Gillette, Wyoming after an interesting hour earlier in the day spent at the military memorial to Custer at the Little Big Horn.

May 24th/1951 This day our troubles were to deepen. The three of us decided we would like to view the Mount Rushmore National Monument so we took off from our main route to see the sights. After climbing several miles to the viewing area and perusing the mountain-side carvings we changed to a new set of spark plugs and started back down to continue with our trip east. Half way down to the main route the engine began to miss and the car to back fire. We pulled into the first service station and upon removing the plugs found that the gap on the plug from #2 cylinder was closed. This problem was remedied but it wasn't more than 20 miles farther on that the missing and back firing started again - sure enough the plug of #2 cylinder was again the culprit with a closed gap. This problem was to continue the rest of the day. I began to have horrible thoughts that the piston was somehow managing to touch the plug knowing at the same time that this was most likely impossible. We limped along this way and in the evening reached Philip, South Dakota.



*The 40-C near Bozeman, Montana on the way to Montreal in 1951.*



May 25th/1951 The next morning a service station operator in Philip sold me on the idea of substituting a different type of plug that did not protrude into the firing chamber as far as did the proper plug. This was done but we only got about 20 miles down the road and the back firing started again. These approximate 20 mile distances with stops for attending to the #2 plug were to continue for the rest of the morning. Around noon we pulled into a dilapidated automotive garage in a small South Dakota town, the name which now eludes me.

The mechanic there said, "Oh, you've got heavy carbon build up, I'll put some additive in and get rid of that for you."

This was done and the plug gap reset. Upon starting the engine sure enough flakes and chips of carbon and of course clouds of blue smoke started coming out the exhaust.

"I'll take it for a drive and see how it performs," said the mechanic.

Away he went belching clouds of smoke and leaving the three of us standing at the garage. Ten minutes went by and he hadn't returned. It began to dawn on me that possibly we were going to be stuck in South Dakota without a car and also our luggage stolen! However, a couple of minutes later down the street limped the Buick, missing and backfiring. The mechanic was quite dejected - I won't tell you how I felt! Then suddenly his face brightened.

"A-HA! I've got it" he exclaimed.

He quickly took out #2 plug. Then he instructed me to engage the starter until he signalled me that the #2 piston was near top dead centre. He grabbed an air hose and stuck on a very fine nozzle which he inserted into the firing chamber and turned on the air. After twisting the nozzle around in the chamber for something like ten seconds there was suddenly a small bright flashing object that came flying out to the spark plug hole and hit the ceiling of the garage.

"I knew it! I knew it!" crowed the mechanic.

"What is it?" I asked.

"It's part of the land off the piston top" he explained. "You know the top ridge that holds the top piston ring in place. I just suddenly remembered that during the war when new pistons were not available we often had to make do with old fatigued pistons and were faced at times with top ridges breaking away and causing the problem you've been having. That damned little piece of aluminum is too big to escape through the exhaust valve. It's like the little round pea in a police whistle - it just keeps hammering around in the chamber until it closes the gap in the plug. The unfired gas mixture exhausts into the hot manifold and when there is enough build up in the system you get a back fire."

"Thanks a lot for your expertise and service" I said. "How much do I owe you?"

"Nothing" the mechanic replied, "I feel vindicated now that I've solved the problem. No charge for the additive either it's on the house."

Again thanking the mechanic we continued on our trip. It was a relief to have no more missing and back firing and a pleasure to return to the monotony of only cleaning fouled plugs again. Instead of having to stop every 20 miles or so we were now back to stopping only every 125 miles for more oil addition. Things were really looking up! That night we reached New Ulm, Minnesota.

May 26th and May 27th/1951 These two days went by with a minimum of car problems. Although we only made 320 miles the first day, we enjoyed the scenic drive by the many small lakes dotting

the countryside. That evening in a rainstorm we arrived in Madison, Wisconsin rather damp from the badly worn convertible top and my vent window leaking. The next day we travelled 325 miles passing on the outskirts of Chicago and reached Sturgis, Michigan that evening.

May 28th/1951 The next morning we were on our way to Detroit. While still in the country but approaching the outskirts of the city I had to hit the brake suddenly to avoid a collision. The steering wheel was wrenched from my grasp and the car took off to the right - across the grass verge and into a shallow ditch. It seemed that the right front brake had grabbed. Of course the rear wheel spun in the mud of the ditch trying to get out. To get traction we used the cardboard casings (that had held the quarts of oil) under the tire and with the assistance of my two buddies pushing we got the car out.

I drove slowly along braking gently when required until shortly we arrived at a service station. Upon removal of the front brake drum we found a patch of grease on the brake lining. This was cleaned up and the surplus grease cleaned off from the bearing and seal. We were once again on our way to Detroit. There I visited an old airforce friend of mine and relaxed for the rest of the day (drank beer in fact).

May 29/1951 After leaving Detroit we arrived in Windsor, Ontario in mid morning and reached Toronto by early evening.

May 30/1951 We were now on the last leg of our trip to Montreal. Things were going smoothly. Shortly after cleaning the plugs around 2:00 p.m. we again ended up on a grass verge bounding the highway. However, this time it was voluntary as I had to pull off the pavement because the tube in one of the rear tires had suddenly let go. Although I had owned the car for awhile I had never had a rear flat with this car. There was a bumper jack in the trunk, which was there when I bought the car, but not a proper axel jack. The rear shocks were badly worn and offered little resistance to the stretching of the rear coil as I levered the bumper jack. When the jack came to the end of it's lift with the corner of the car elevated at about twelve inches the tire was still on the ground with the shock not quite to the end of its run. I had no wooden blocks to raise the jack. Finally we furtively removed a ten foot piece of fencing from a nearby farmers field. With my two buddies prying upwards near the rear spring perch with the piece of fencing they got the wheel clear of the ground and I was able to change to the spare wheel and tire. Once again we were mobile.

A short time later a wind came up. We were driving almost dead into the wind and it was coming in gusts. Suddenly after one big gust I heard a growl coming from the engine area. This noise kept up so I pulled over to investigate but the growling ceased when the engine dropped to an idle. Upon lifting the hood no obvious reason for the growling could be found. This growling performance was to be repeated two more times. On the fourth time the growling started after a wind gust, I kept the engine revs. up and the growling continued. When the hood was lifted it was obvious that the fan was making the noise. Yes sir - the bearing in the fan hub was badly worn. Evidently everytime a gust of wind hit, it passed through the radiator core to hit the fan blades and it was enough to start the fan vibrating. Thankfully the wind died away shortly after.

Late that evening came the biggest thrill of the whole trip — we finished it! That's right - we had finally reached our destination - Montreal.

J.B.Shepherd 4/38

P.S. You may ask how do I know the exact dates and places we stayed during the foregoing trip forty-one years ago - Simple - I happened to mail a postcard home every evening to my parents during the trip to inform them of our progress. My mother does not throw anything away!— She presented me with these postcards 3 years ago.

P.P.S Through all the foregoing hardships during the trip, one bright picture stands out in my mind, however. That was the entertaining Burma Shave poems one saw nailed on fence posts across the country.— One line per post. I'm sad to say I can't remember but one of them which was:

Spring has Sprung,  
The grass has ris,  
Where last year's,  
Careless driver is,  
BURMA SHAVE



*Approximately two days after his arrival in Montreal, a nattily-dressed Jack Shepherd looked well-recovered from his ordeals.*





*The Shepherd '37 60-C as it appears today in a fresh coat of Samarra Beige.*

EDITOR'S NOTE: Thanks to Jack Shepherd for a highly-entertaining story, which shows, it seems to me, at least three things: (1) young men seeking their fortune can be very intrepid; (2) it was a lot easier 40 years ago to get a car fixed than it is today; and (3) the Straight Eight is hard to kill. The picture above shows Jack's present car, a fine '37 60-C, which he has worked on for several years, and which is now almost finished.

## NEW MEMBERS

Joe Guzaitis (#984)  
20 El Caminito del Norte  
Monterey, CA 93940  
408/375-1291

Roger Quant (#679)  
3424 N.E. Halsey  
Portland, OR 97232  
503/232-8113  
'37 41

Joseph Ambrose (#985)  
6358 Lake Shore Drive  
San Diego, CA 92119  
619/462-9194  
'37 90

Randy Unthank (#986)  
8600 Hatillo Ave.  
Winnetka, CA 91306  
818/882-7227  
'38 81

Ralph E. Vance (#987)  
26396 Rea Avenue  
Conifer, CA 80433  
303/670-9409  
'38 41

### NEW ADDRESS

Luis Sulsona  
14380 SW 46th Ct.  
Ocala, FL 34473

Paul Terpeluk  
10121 Pairlee Rd.  
Chestertown, MD 21620

Robert Lawrence  
1603 Sanderling Ct.  
Brandon, FL 33511

# BENNETT'S BUICK

Inasmuch as Guy Bennett, Jr. was good enough to share with us the results of his research into the perpetually-interesting topic of convertible top windows (and thus to make my job of filling the pages of my last issue much easier), I thought it only fitting to pay tribute to him - and to the other generations of Bennetts who have made Guy Bennett Buick in Wayland, New York a success -- by reprinting this article, which appeared in The Brass Lamp for December 1986. I first met Guy and Anita at the 1986 BCA Great Lakes Regional Meet referred to at the close of the article, and have counted them since then as part of the legion of good friends I have made through this Club and the BCA. Guy's father, Guy Bennett, Sr., who was born in 1895, is still active in the business; in fact, he opens the doors every morning at 7:30, and according to what I have been told, it was only a few years ago that he decided that he could leave the details of the business to his son. The elder Bennett loves to talk; if you're ever in western New York, stop in, and he will gladly share with you the experiences of a long and rich lifetime.

-Bill

Introducing — GUY BENNETT, Jr.

GUY and his wife, ANITA, have been members of GVACS since 1982. They are also members of the Chemung Valley Region of AACA and the Finger Lakes Chapter of the Buick Club of America.

In addition to their 1937, they own an **assortment** of Buicks, including a 1910 Pullman and a 1930 Roadster (both Grand Nationals), a 1908, a 1954 convertible and a 1970 GSX. GUY and ANITA have been **collecting** for 35 years!

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In 1919 my father, Guy Bennett, Sr., returned to Wayland, NY, following the end of WWI. His brother, Homer, was working for the McCoy Garage, a Ford Agency, in Wayland. It was at this time the two brothers decided to go into business for themselves, the automobile repair business. Their father, Albert Bennett, had been considered an expert in the repair and operation of steam engines. Their grandfather, Guy B. Bennett, had been a gunsmith and machinist in earlier Wayland history. The Bennett Bros. earned their reputation of being experts in the repair of automobiles and in April of 1922 they obtained the Buick Agency when the Dansville Buick Co. in Dansville, NY, was

discontinued. Guy Bennett Sr., who will be 91 in November 1986, is still active in the dealership, which continues to sell Buicks. During the depression year of 1933, they were one of 65 Buick dealerships left in the United States and sold **only** seven cars for the entire year.

It was October 23, 1933 when Harlow "Red" Curtis was given the job of digging in as Buick's General Manager and returning Buick to its rightful status. He was a fair man that never carried a grudge. One of Curtis's earliest and wisest personal decisions was his appointment of William F. Hufstader as Buick's General Sales Manager. With these two men at the helm, things at Buick started turning around.

Harlow "Red" Curtis had been asked for performance and with the '36 Buick Special he got Buick machinery in low gear, pushed the throttle to the floor and got Buick out of the ditch and back on the road. His plan for 1937 was to shift on into second and that he did.

Meanwhile, sales back at the Bennett Bros. Buick Agency in Wayland were coming back too. The Bennett Bros. earned a plaque in 1937 for a market penetration of 43.3% which was more than Ford, Chevrolet and Plymouth combined.



It was with this background that Guy Bennett, Sr. sold Roscoe Peacock of Naples, NY, a 1937 Buick Special Convertible, Model 46C as a Christmas present for his wife, Helen. The car was received by the dealership on December 11, 1936 and placed on the showroom floor prior to Christmas delivery. Mr. Peacock owned the Moore-Cottrell Agency in nearby North Cohocton, NY. Guy and Homer had fixed Mr. Peacock's "prestigious" Pierce Arrow for him on previous occasions, but when he discovered Buicks could outrun it he wanted one. The car delivered for \$1120.78 with Prestone, heater and defroster.

Mr. Peacock traded the car back in June 6, 1941, and it was sold June 10, 1941 to Joseph Meade, Sr. for his son Joseph, Jr., who had to work for his father until the car was paid for. Joseph Meade, Jr. continues to operate Mercury Aircraft in Hammondsport, NY, and has been responsible for many of the Glenn Curtis activities in Hammondsport.

I graduated from Wayland Central School in 1947 and in 1951 graduated from the University of Rochester, Rochester, NY with a B.S. in Mechanical Engineering. After two years employment with General Electric, I returned home in February, 1953 to begin working at the Bennett Bros. Buick Agency.

It was at this time that I started to think about antique cars, but with a young family and trying to get started, I couldn't afford much. Wendal Chappel, who was an active AACA member near Bath, NY, had a beautiful green 1922 Buick Touring car which I could have had for \$800 and it would have been the year the Bennett Bros. signed on with Buick, but I couldn't afford the \$800.

In 1956 I was on the night shift at the dealership when the 1937 Buick reappeared. It was now owned by a Charles VanGelder of Hammondsport, NY, who bought it from the Meades after the war. I believe the VanGelders got the '37 in 1949 when we sold the Meades a new '49 Buick Super Convertible outright. The Charles VanGelders were interested in a used 1952 Buick Special 2 Door which at that time would have been a \$300 to \$400 car. To make sure I got the car I offered them \$50 for it. They thought that was great as no other dealer would give them anything. When I came to work the next morning, I gave Bennett Bros. \$50 for the car as I knew they thought I would have given too much for it. The \$50 I could handle, but not the \$800 for the 1922 Buick.

As I started to get a couple more cars, one of which was a 1910 Pullman (featured in AACA Magazine Vol., 37, No. 5, Sept./Oct. 1973) given to us by my wife's parents in 1957, the '37 became a problem between my father and uncle. It became evident that I should sell the '37 Buick and just keep the Pullman.

The 1937 Buick, still in its original state, was sold in 1959 to Elmer Stains in Rochester, NY. He was an employee of Eastman Kodak and at the time of delivery I told him I wasn't selling this car because I wanted to, but for family reasons. If the day ever came that he wanted to sell it, I would appreciate it if he would give me first chance to buy it back.

In 1963 my uncle, Homer Bennett, decided to retire and my father and I then joined together to form a corporation rather than to continue a partnership as he had done with his brother. There was already a Bennett's Buick in New York State so we chose the corporation name of Guy Bennett's Buick of which we now have three generations of Guy Bennetts actually employed by the agency.

In the meantime, with a medical discharge from Kodak, Elmer could no longer take care of the car and it returned to Bennetts. When I acquired the car back from Elmer, I saw it with the top down. I started home. When it began to rain, I stopped to put the top up and discovered a new vinyl top and plastic back window. Needless to say, I was upset. Elmer Stains had asked me about a new top in 1959 and I told him to leave it alone. I called Elmer up and he said he would give me my money back. I told him I didn't want that back, but "what did he do with the divided rear window?" The answer, "threw it out". I finally located a '37-46C original car in CT and chased it through seven different owners in two months. That '37 finally ended up at Len Immke Buick in Columbus, OH. Mr. Immke photographed his '37's original convertible top and sent the various dimensions we needed and a tracing of his original divided rear window. With this information Bill Powell was able to duplicate the rear window. Divided rear windows were in 1936 and 1937 Buick Special and Century Convertibles and now are almost impossible to find.

The summer of 1971, I dolled up the car a bit and my wife and I took off for the 1st National Buick Club of Americas National Meet at Buick's Home Plant in Flint, MI. Our youngest son, Jim, who was 11 years old, went with us and was all excited about going and riding in the rumble seat. He lasted about 90 miles to Buffalo and rode the rest of the way with us in the front seat.



The restoration was started the following year in 1972 and was completed in 1986. It all started when the car was taken to Leif Drexler now in Quakerstown, PA, to have some upholstery work done, namely the seats. He was able to duplicate the leather exactly to color and grain. The new really showed up the old, so it was completely redone along with a new top and rear window. All the top bows, window frames door and vent glass frames were rechromed at this time. What was not to be a major restoration now turned into one and it was being done in reverse by doing the upholstery first.

When I got the car back home, Ward Baker, our body man at the dealership, didn't want to do another black car. We really wanted a yellow car if possible. I wrote John Burnside in Flint, MI, who is retired from Buick as Customer Relations Manager and is one of the most knowledgeable men I know concerning Buick's past. He sent me a copy of "Buick Prices — 1937 Models Distributor Basis" which listed special paint for \$35. This would have included any standard color up to and including 1937. The Curtis-Hafstader regime wasn't about to lose any business because of color. If you wanted a 1937 Oldsmobile cream, they would paint it. So the '36 Buick color, Francis Cream, was chosen for our '37. The '36 Buick was the last to have body side moldings formed into the body and striped. The '37 Buick had stainless side moldings and with this the special paint.

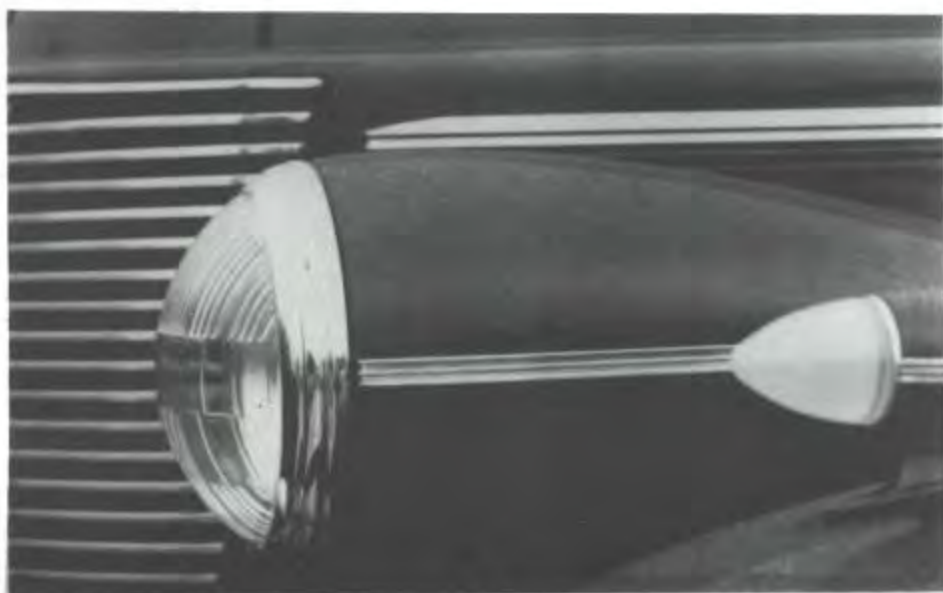
So with this in mind we dismantled the car with the exception of the body. N O S fenders were put in along with a nose piece. The front end and rear end

were taken apart, cleaned and painted. The radio spotlight and back up lights were removed for the sake of authenticity. The radio was a correct addition, but the antenna was a cowl mount which was incorrect. Buick used the running board as the antenna at that time. Back up lights were added after WWII.

The woodgrain on the instrument panel was done like the original by Bennie Estes, Sarasota, FL, with painted ashtray front as original. The steering wheel had to be done twice. The first time it cracked before I could get it on the car. The second time it was done by the Donaldson Co. in Phoenix, AZ, and the job was superb. I was lucky to come up with dual white tires which were like the originals. Lynn Steele, over the period of restoration, came up with much of the rubber parts including weather-strips, lamp mounting rubbers, various grommets and running board covers. The chrome work was done by the late Bill Powell, who for many years conducted the chrome seminars at the AACA annual meetings in Philadelphia. The running boards and wheels were redone by Schaeffer & Long, Magnolia, NJ. The car was reassembled by the family of employees at Guy Bennett's Buick.

The car was far enough along so that it could be displayed on the original showroom floor on November 21, 1985, for Guy Bennett, Sr.'s 90th birthday celebration with a three day open house.

In 1986 the car got its AACA Junior, Senior and Preservation Awards and a 1st at the Great Lakes BCA Regional Meet.





# More on Convertible Top Windows



*Bennett's*

**Buick - Chevrolet - Olds Corp**

7 So. Lackawanna St., Box 398  
Wayland, N.Y. 14572



November 17, 1992

Mr. William E Olson, Editor  
842 Mission Hills Lane  
Columbus, Ohio 43235

Dear Bill,

I was disappointed to hear of your approaching retirement as Editor and Manager of the 1937-38 Buick Club. You have done a really outstanding job and have contributed much towards the advancement of knowledge on 1937-38 Buicks. I am one of the guilty ones that hasn't contributed much to you. Since I seem to be the one that stirred up the controversy on the '37 and '38 Buick open cars and their rear windows, it set me in motion to continue with this study from 1921 up. They are not as complicated as one might think. The problem arises in finding the correct authentic rear window and then matching it up with the right model in the parts book. The safety glass windows from its beginnings in the early 1930s were marked with production dates (month and year) which made identification of original glass and windows much easier. The years of 1937 and 1938 had the most variety of any two years. I have sketched out the window frames and what goes with which models and have followed it with photographs.

Our story really starts with the year 1936 and I have enclosed a copy of a section of a photograph taken at the 1936 Chicago Auto Show that appeared in the June 1988 issue of CAR COLLECTOR (see photo-Fig. 1A) with the rear of a 1936 Buick Convertible with the top up and displaying their new window. This changed sometime during 1936 to a divided exterior rear frame. The same exterior shape is demonstrated by the inner wood frame being the same. Photo figure 1B shows a 1937 part number 4073133. Photo figure 1C shows the interior of a 1937-46C and how the wood frame is covered with top material.

The 1937 Special and Century Phaetons (40C and 60C) have long been a mystery. This frame #407938 finally showed up on Andrew Diem's original 1937-40C in Vol. IX, #6 of the TORQUE TUBE. His car has an LOF marking of 4-37 in the glass and the parts book bears out the fact there is no inner and outer frame as the convertible had. This is shown in photo figure 2A. Please note that the rear curtain is to





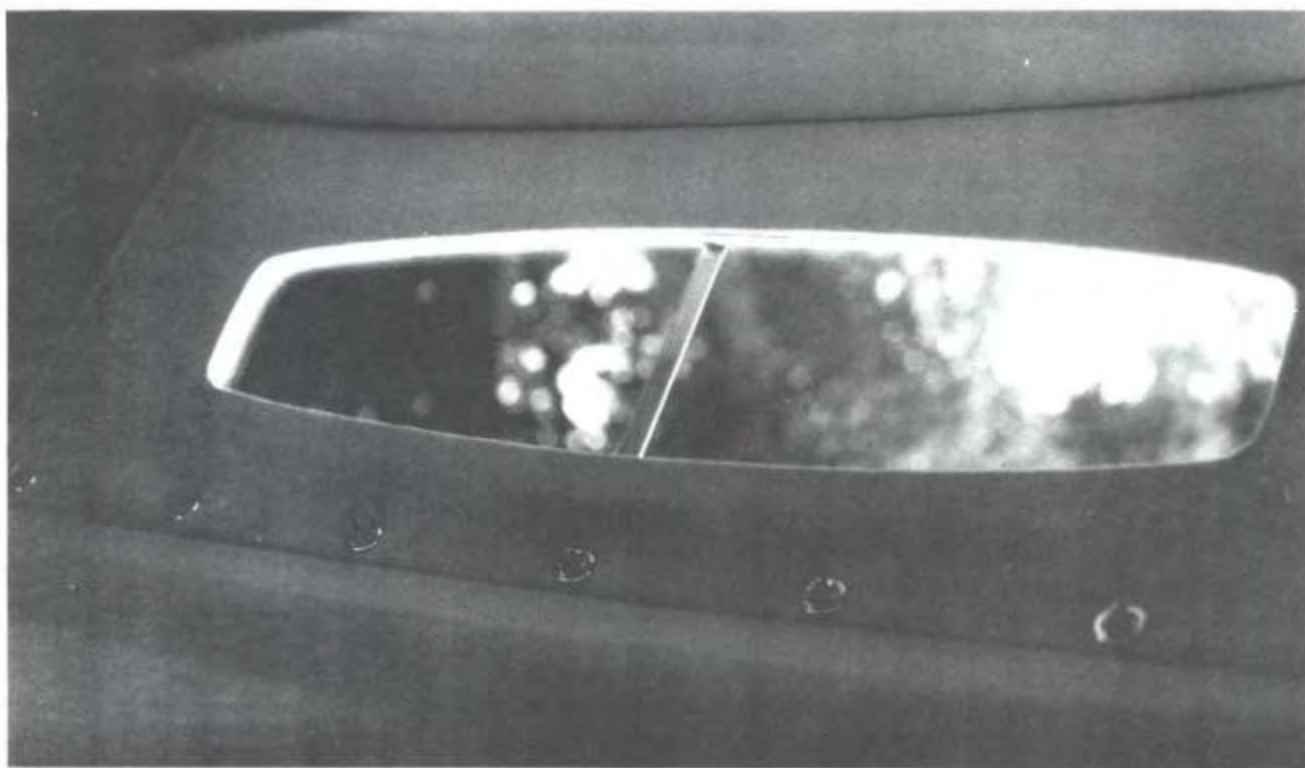
*Very grainy picture shows 1936 Buick convertible coupe at the '36 Chicago Auto Show, with Cord convertible in foreground and Hudsons in the background. (Figure 1-A)*

the outside of the top. Lewis Jenkins has an original 1941-51C Phaeton and its rear curtain is to the outside also. Hopefully, someday we shall see a Phaeton of this period restored as original. I believe that the 1938 Phaetons-40C, 60C and 80C had the same style window as the 1937-40C and 60C only larger. I have contacted the National Auto Glass Specifications Inc. (NAGS) from Warren, Michigan and they have told me they still have all their original pattern numbers for their old glass. They are in the process of moving and it will be a couple of months before they can get to them, but I have asked for copies and I expect a window of the same style as the 1937 and about 2 inches wider. Time will tell. No original has yet surfaced for these cars.





Guy Bennett, Jr.'s 1937 Special shows correct rear window for a '37 46-C.  
(Figure 1-B)



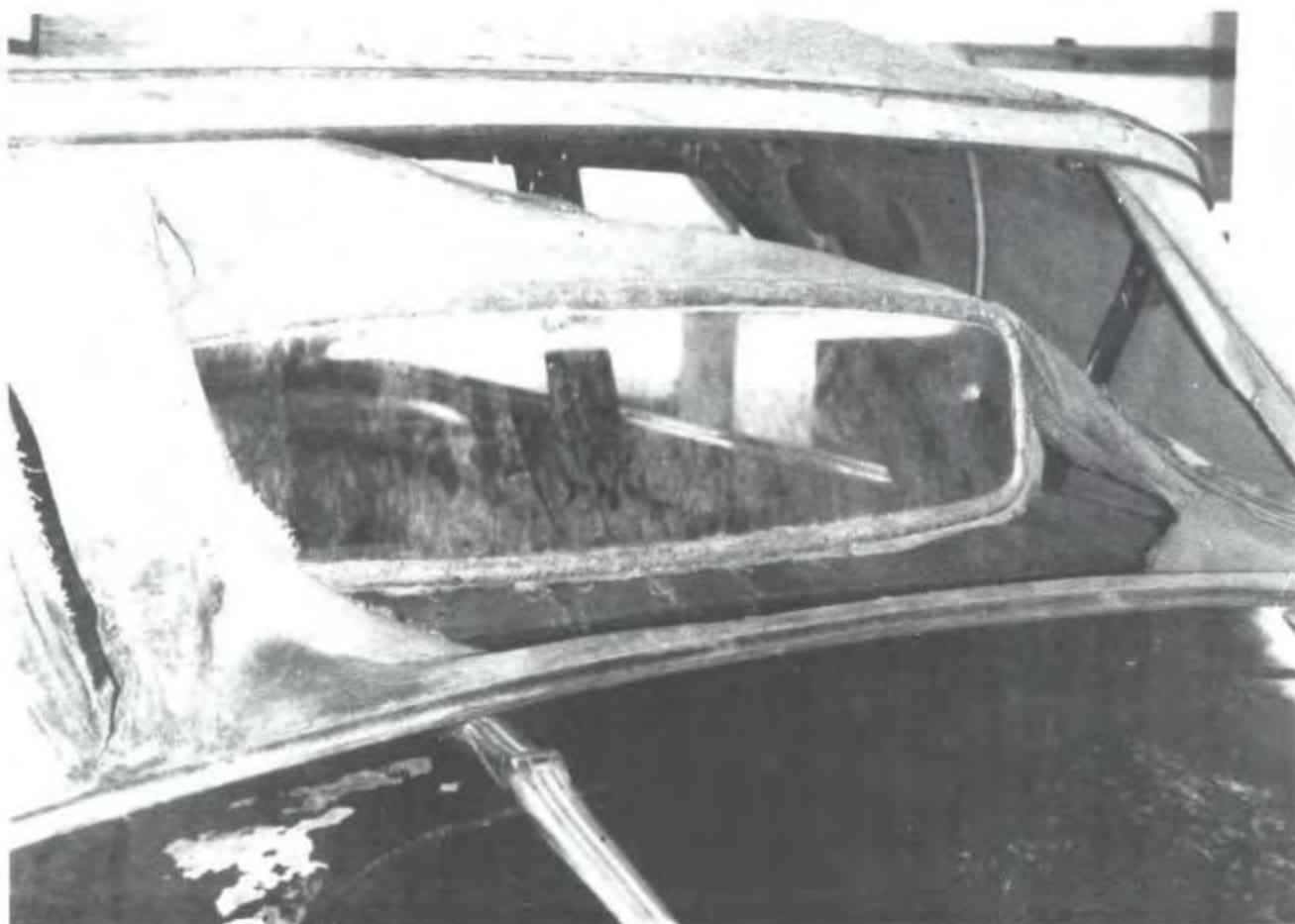
Interior view of Bennett Buick shows correct interior treatment for '37 46-C  
window. (Figure 1-C)



*Original '37 40-C rear window shown on car owned by Andy Diem (#852), Washington, D.C. (Figure 2-A)*

It seems the most popular window frame from this period is the one with part #4084055 which first appeared in the 1938 and 1939 convertibles. These frames had a tan colored interior metal frame to go with the tan top and the black top which had a tan inner lining. I am sure tan and black were the most popular colors, but I always wondered what they did if a car had a blue colored top. Lewis Jenkins' 1941-51C had the answer. They covered the metal frame as they did the wood frame of earlier years. Figure 3A shows this frame in Lewis Jenkins' 1941-51C and you can see also that the curtain goes to the outside of the top.

Thanks again to Bill Olson for putting the article, Photo Album Joes Place, in Vol. X, #1 of the TORQUE TUBE. I called Joe Giordano who did have a 1938 convertible rear frame. He supplied me with the casting numbers which are stamped inside the frame of #H34396 830-0 for outer frame and #H31395 830-1 for the inner frame. I confirmed these numbers with John Brunside who also has an original frame. Out of this conversation Joe told me he had an original big divided rear window frame which appeared in figure #3 of John Steed's article in Vol. VI #3 of the TORQUE TUBE. I have a picture of this window in photo figure 4. Joe had this original rear window with glass markings - AERO Lite PG 9-50 which makes it a post war frame and had nothing to do with Buick. I saw this frame some 20 years ago at a flea market.



*Original 1941 Super "phaeton" (model 51-C) top and window. Photo courtesy of Lewis Jenkins, N. Wilkesboro, NC. (Figure 3-A)*

The vendor told me he thought it went with Studebaker. I have never chased it out as it was definitely not Buick. I think it was picked up and used in some restoration of Buicks because it was obtainable with a divided rear window in post war years.

Also with John Steed's article he has a narrow rectangular window shown in figure 1 of his article. This window has nothing to do with 1937 or 1938 Buicks, but rather with the 1940 Super and Roadmaster convertible which introduced the power tops to Buick. These cars also had no rear curtains. It was believed that no one would want the rear curtain out, but would rather power the top down. I have showed photo figure 5 to show two 1938 convertibles with this style window which is incorrect.

There were no rectangular windows used on open Buicks with manual tops from 1933 to 1941.

These post World War II cars were good cars and they were run a lot of miles during the war years. Many of these, I am sure, had their tops replaced. Weathered cloth tops only 6 months old looked old. Many of these cars got to restorers and appeared original, but really weren't. Most trim shops would not fuss to order original windows and would put some universal rectangular in or other style which



they might have available. It is my purpose to try and iron out and show what were originally in these cars and to document it for future generations. I feel that a lot of restorations have been done incorrectly because of a lack of knowledge and not knowing where to obtain it. It has taken me years to assimilate this information and it couldn't have been done without the help of Bill Olson and the 37-38 Buick Club.

Sincerely,

*Guy*  
Guy B. Bennett, Jr.

GBB:ik  
Enc.



Photo taken at the '91 BCA National Meet in Sacramento shows two '38 convertible coupes with windows believed incorrect. Windows in both cars look like the type and style for 1940 Super (56-C) or Roadmaster (76-C) coupes. (Figure 5)

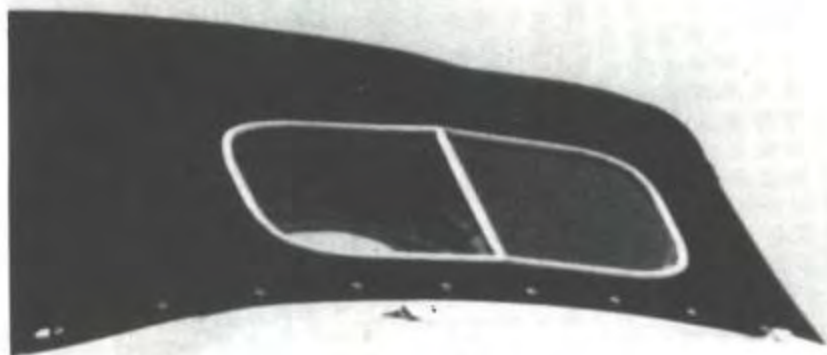


Photo taken at AACA 1986 Fall Meet shows 1936 Roadmaster "phaeton" (80-C) with a big mistake. This is not a Buick window; maybe post-War Studebaker? (Figure 4)



Rear view of Paul Cusano's (#52) 1938 Special "phaeton" (40-C) taken at the BCA National Meet in 1989. This is essentially similar to the window in Andy Diem's 37 40-C, and Paul believes this window to be correct.



Rear view of 1937 Century "phaeton" (model 60-C) owned by former member Jack Brady. This photo was also taken at the 1989 BCA National. The photo of Jack Shepherd's '37 60-C elsewhere in this issue shows a very similar rear window. These windows are obviously different from the '37 and '38 Special "phaeton" (40-C) windows that Guy Bennett and Paul Cusano believe to be correct, and different also from the '37 coupe window, but they also appear to be slightly different from the Figure 4 window Guy believes to be non-Buick. At this point it is not clear whether these windows are correct, and whether the 60-C had a window different from the 40-C.

**EDITOR'S NOTE:** Our thanks to Guy Bennett for an excellent job of research on this perennially-interesting subject. Even if you are not a convertible owner, the article will give you an idea of the type of effort that is sometimes required to discover what is "authentic." Because of their relative lack of durability as compared with the more solid parts of a car, convertible tops present particular difficulty, inasmuch as so many of them were replaced long ago by owners who were understandably not much concerned with historical accuracy. Fortunately, there are still a few originals around for us to study. The difficulty of finding a "correct" window frame today cannot be overestimated, but frequently patience and persistence pay off. Likewise, the cost of developing correct reproductions would plainly be fairly high, but it seems to me that the convertible owners among us might be able to pool their resources and talents to do that.

Despite its thoroughness, Guy's research has left some unanswered questions concerning the windows used on Century (60-C) and Roadmaster (80-C) convertible sedans. As the pictures in this issue suggest, these models may well have had different windows from those in the 40-C. It is also possible that variations occurred in actual production, and that more than one style might thus be considered "correct," although at this point we do not know that.

Will you lose points at a judged show if your window is not "correct"? I think it should be obvious that a big plastic window warrants deduction of at least several points. In BCA "formal" judging, a non-authentic back curtain requires a five-point



mandatory deduction, and a non-authentic window a four-point mandatory deduction. Notwithstanding that, if I were judging the two cars shown in Figure 5, I probably would not take any points off for the windows, because they are close to what is believed "correct," and the "correct" parts are very difficult to find. Another judge, however, might deal with the matter more harshly. In spite of their appeal, convertibles are full of hazards for the owners who seek trophies, due to the complexity of folding tops as compared with closed cars. (Some events put "open" cars in separate classes, presumably for that reason, but BCA has not done that.)

If any of you have more information, or questions, concerning folding tops, I urge you to contact Guy Bennett.



**LOOKS THE PART.** Jane Darwell, Hollywood, moving picture actress of Fox-Twentieth Century Studios, chose a 1937 Buick Limited for an important role as her personal car.



**HIT WITH MOUND STAR.** This 1937 Buick made a hit with (not "off") Star Pitcher John T. Allen, of the Cleveland Indians. He drove it home to St. Petersburg, Florida, at the end of the season. He is shown (right) with salesman Frank Elliott, of the Ohio-Buick Company.



**BELIEVES IN BUICK.** For five consecutive years, Henry A. Wimberg (right), Evansville, Indiana, has ordered a Buick 60, in advance, without seeing the car or knowing the price. He is shown receiving his 1937 car from John Kissel, salesman for the Lincoln Motor Company, Evansville Buick dealer.

Part #	Year	Model Series	Source	Special Features
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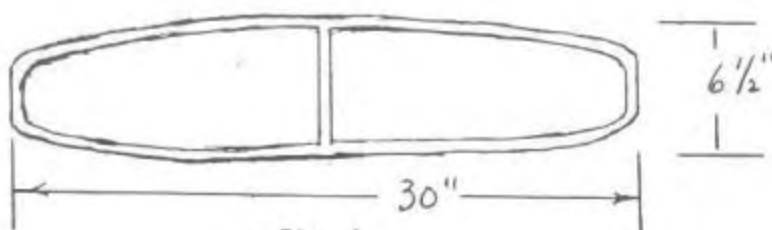


Fig. 1

4062799	1936-37	46C,66C,80C (Inner)	Guy B Bennett Jr Wayland NY	1/2" frame width
4017962	1936	46C,66C,80C (Outer)		Chrome frame
		less division		Inner wood
4073133	1936-37	46C,66C,80C (Outer)		Frame covered with top
		less division		material
4073132	Glass for above	NAGS Glass Block Size 8x30	NAGS Pattern #2645	

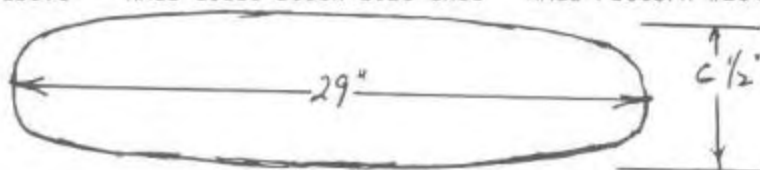


Fig. 2

407938	1937	40C,60C(Complete)	Andrew Diem, Washington DC LOF Plate Date 4-37 Original 37-40C	No exposed metal frame
4076915	Glass for these	NAGS Glass Block Size 8x30	NAGS Pattern #2802	

4096015	1938 1939	40C,60C,80C 40C,60C,81C,41C,61C,81C,80C	From factory photos this rear window seems to be of similar design to the 1937-40C,60C window above only larger. See Fisher Body Book and Buick's How To Fold Instructions For This Window (booklet). The NAGS book shows it coming from block size 8x32 vs. 1937 of 8x30	
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4084050	Glass for above	NAGS Glass Block Size 8x32	NAGS Pattern #2803	
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Fig. 3

4084055	1938-39 1940	46C,66C (Outer) 41C,46C,51C,61C,66C 71C,81C	John Burnside, Daytona Beach, Fl Lew Jenkins, N Wilkesboro, NC Joe Giorando, Liberty, Mo	5/8" Frame Width
4084056	1941 1938-39 1940 1941	51C,71C 46C,66C (Inner) 41C,46C,51C,61C,66C,71C,81C 51C,71C		Inner metal frame
4105239	Glass for above	NAGS Block Size 8x30	NAGS Pattern #2804	



# TECHNICAL TIPS



## CLUTCH DISK REPLACEMENT

By David Bylsma (#117)

Something to look out for when changing your clutch disk is to make sure that the springs on the disk do not hit the flywheel bolts. Comparing the new disk to the old disk is not always enough. I did that the last time I had to change a clutch disk. As you should, I compared the old to the new disk to make sure they were the same. The most important point is the distance the spring pokes out from the front surface of the disk. The front surface is the surface of the disk that touches the flywheel.

You can take a straight edge and lay it across two springs that are on opposite ends of the disk. Now you can measure from the surface of the clutch disk to the edge of the straight edge. That will tell you how far the springs will poke out from the surface of the clutch disk. The two disks looked the same so I put the new disk in. After putting the new disk in, along with the transmission and everything else, I started the engine, and upon pushing in, and letting off the clutch, it made one heck of a noise. The springs were hitting the heads of the flywheel bolts. I pulled the transmission back out, then the clutch disk. I put a straight edge across the surface of the flywheel. Upon measuring from the straight edge to the flywheel bolts, I found it was the same as from the surface of the disk to the springs.

I do not know why the old disk I took out did not hit the bolts. It could not have missed them by much. But now the problem was what to do. I took the flywheel bolts out and replaced the original lock-washers with the new type star lock-washer. The star lock-washer is much thinner and will let the head of the flywheel bolt sink into the hole of the flywheel about an extra  $3/32$ ". That will get the head of the bolt away from the spring on the clutch disk. But when you use the star lock-washer you must grind about  $1/8$ " off the threaded end of the flywheel bolt making the bolt  $1/8$ " shorter, because the star washer lets the bolt go farther into the flywheel. It will now poke out the other side and hit the rear main bearing cap.

So just remember, not only check the clutch disk but also check the flywheel and flywheel bolts. And if you use the star-shape lock-washer, remember to shorten the flywheel bolts. This will save you from having to pull the transmission out two times, and a lot of extra work.

## MAKING TIMING EASIER

By Harry Logan (#651)

Timing my car was difficult because both the mark on the flywheel and flywheel housing were faint. To correct this, I removed the flywheel cover and hit the starter to rotate the engine until I could see the timing mark etched in the flywheel. Then



I took some white paint and painted a thin (about 1/8" wide) line on both the flywheel and housing. The mark should be in the center of the timing hole. (See page 79 of the '38 Owners manual). The mark on the flywheel is 4 ADV. for a Series 40 and 6 ADV. for Series 60-80-90. (Of course you have to be under the car to see the flywheel timing mark).

Using my modern timing light designed for 12 volts was difficult because the light was dim using the Buick's 6 volt battery. So I parked my modern car next to the Buick, grounded both chassis using one lead from a jumper cable and connected the timing light to my modern cars 12 volt battery.

What a difference....now I can easily time my car in bright sunlight.

## QUESTIONS

**QUESTION:** I have a '51 Super engine (263 CID) that I propose to put into my '38. I would like to use a '41-'42 dual-carb manifold with this, and wonder whether it will fit the 263 block. I will need to replace the camshaft in the '51 engine, and wonder whether I should consider a "hotter" cam grind and whether you can recommend a source for one.

**ANSWER:** The dual-carb manifold will bolt right up to the 263 block with no problem. If I were doing this, since perfect authenticity has gone to the winds anyway, I would use two '46 or later Carter small-engine carbs rigged to run in unison rather than the "front" and "rear" set that originally came with the dual-carb setup. (In the original '41-'42 setup, the rear carb had only idle and main metering circuits, and was supposed to go out of action under normal part-throttle driving. This arrangement tended to be troublesome.) Another approach, if you want a bit more pep, is to modify the original 263 intake manifold to accept a big-engine carb of approximately the same vintage. I can't tell you exactly how to do this, but I do know it has been done successfully, and it should not be too difficult.

"Hot" cams are more of a problem, and I would be careful not to overdo this. Too extreme a "grind" — i.e. something that doesn't take hold until you hit 3000-plus RPM — will result in much worse performance than the "stock" cam under almost all driving conditions you are likely to encounter. The "Isky" racing cams of the past were intended for propelling stripped-down cars across the salt-flats and dry-lake beds at 100-plus MPH. Some years ago, I have been told, Crane Cams in Florida still had a stock of Buick straight-8 cams. Whether this is still true I do not know. I would get their address from a "hot rod" publication and discuss your project thoroughly with them before proceeding. You should be cautious here and get the advice of an expert.

You might also want to consider having a little milled off the head to increase compression ratio. This might well be a more satisfactory way of enhancing performance than experimenting with cam grinds.





# Classified Ads



## PARTS FOR SALE

Newly-discovered in my basement: 1937 80/90-series upper & lower control arm pins & bushings set, made by Jack Corliss, original cost \$325, new in box with instructions-\$275; front "sharktooth" grille guard, very good-\$100; '37 dome light lens & chrome, fair-\$5. BILL OLSON (#427). 842 Mission Hills Lane, Columbus, OH 43235. 614/436-7579.

Year	Description	Qty.	Cost
1937	Radio excellent face needs vibrator parts radio inc.		\$225.00
1938	Grill for rechrome	pair	\$45.00
1937-38	Signal Stat directional lites like new (ivory plastic)		\$60.00
1938	Radio knobs	pair	\$8.00
1937-38	Dome lite switch and bezel		\$5.00
1937-38	Spark plug cover 40 series		\$45.00
1937-38	NOS Seat Covers 2 Dr coach (green)		\$20.00
1937	Hood side rite only		\$15.00
1937	Tailite complete very slight crack in lense		\$18.00
1937	NOS battery base		\$10.00
1937-38	Air cleamer element copper		\$15.00
1937-38	Large engine splash pan 40 series		\$20.00
1937-38	Quarter windows inc. rubber for coupe	pair	\$30.00
1937-38	Correct auxiliary radio speaker		\$45.00
1937-38	Inside sun visors	pair	\$12.00
1938	Bumperette		\$8.00
1937-38	Bunch of gears NOS in boxes (have list)		\$40.00
1938	Steering wheel		\$250.00
1937-38	Trunk hinges (excel. chrome)	pair	\$40.00
1938	NOS rear shocks (in GM box)	pair	\$150.00
1937-38	NOS W/S wiper trans and bezel		\$70.00
1938	Dash ash trays	each	\$8.00

GERRY LANDRY (#263). 34 Goodhue Ave., Chicopee, MA 01020. 413/592-2746. FAX-413/594-8378.

4 new 6.50-16 B/W tires-\$200.'37 40-series engine-\$150. Many other '37 40-series parts. RICH GAGLIARDI (#888). 407/231-5205.

'37 model 48-parting out. A "ton" of odds & ends. Write or call for needs. CRAIG ALLEN (#746). P.O.Box 365, Laurel, FL 34272. 813/485-2364 eves.

Pair of 6-8 volt tractor lamps, diameter  $4\frac{1}{2}$ " , black shell, clear lens, 32 cp bulbs, hardware to mount on bumper brackets, make turn signal lamps or even small driving or fog lamps. \$30.  
BILL OLSON (#427). 842 Mission Hills Lane, Columbus, OH 43235.  
614/436-7579.

## PARTS WANTED

1938 rear fold-down center bumper guard. Must be complete.  
CRAIG ALLEN (#746). P.O.Box 365, Laurel, FL 34272. 813/485-2364 eves.

---

For '37 model 80-C Roadmaster convertible: lower rear seat cushion; Convertible top latch; inside visors; rear compartment ash tray & lighter; front bumper; right side trunk hinge; chrome frames around door window glass & vent glass; flippers. DAVID POWERS (#894). 27732 Paseo Barona, San Juan Capistrano, CA 92675. 714/493-1199.

## CARS FOR SALE

Two 1937 model 61 4-door sedans. One is very dependable & gorgeous-\$13,500. The other has restoration started & a very good body-\$1,000.  
RANDY UNDERWOOD (871). Springdale, AR. 501/751-1064.

---

1937 Limited model 90 7-passenger sedan. Dual side mounts; jump seats, no divider window; 98% complete with some spares; body has a little rust in rear wheel wells & needs some wood work; interior needs replacing. Body is off frame; frame has been sandblasted, primed & painted satin black Chemglaze; frame has no rust & is straight. Front fenders & grille mount have been dipped & primed. Engine turns, is complete, but has not been run. Getting out of the old-car hobby.  
\$3,500 firm. PAUL DOW. Byron, NY. 716/548-7742 eves., 716/548-2665 days.

---

1937 model 41. Frame-off restoration approx. 50% complete. Included is another complete '37 model 41 for parts. Professionally-rebuilt engine; Hampton Coach interior; 3 complete sidemount fenders with covers; 7 correct wheels; 4 NIB hubcaps; NIB Harnesses Unlimited wiring harness, 4 new blackwall tires & tubes; brass-sleeved brake cylinders; silicone fluid; Burton Waldron exhaust system; rebuilt shocks; hand-painted woodgrain; lots more. Also a rough '38 model 48 and some '37 model 81 parts.  
\$4,500. CURT BACKER (#468). Bagley, MN. 218/694-2388.



# CARS WANTED

1937 model 80-C in any condition: basket case or parts car to nice car. Cash waiting. DAVID POWERS (#894). 27732 Paseo Barona, San Juan Capistrano, CA 92675. 714/493-1199.

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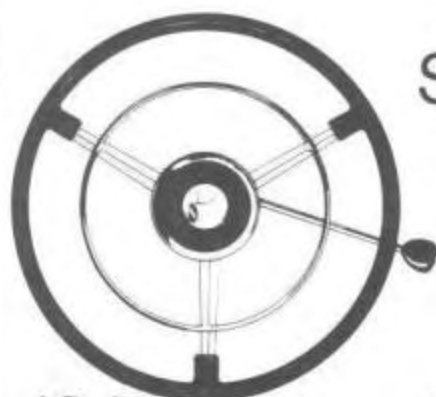
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# BOB'S AUTOMOBILIA

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## 1937-38 BUICK

FRONT FLOORMAT  
1937-38 Ser. 40-60  
Black or Brown  
FF-378.....\$175.



DOOR WEATHERSEAL-SPONGE  
Glue-in ..... DW-378 ..... \$1.70 ft.  
Clip-in ..... DW-80 ..... \$2.00 ft.



DOOR BOTTOM SEAL  
Clip Type ..... DW-369 ..... \$1.80 ft



TRUNK SEAL-SEDANS. 1/2" Wide;  
Ser. 80-90 ..... TW-371 ..... \$29.50  
Sedans. 3/4" Wide;  
Ser. 40-60 ..... TW-371S ..... \$29.50



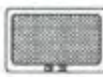
TRUNK SEAL For COUPES. 9/16" X 1"  
Sponge .. TL-369 ..... \$2.00 ft.



CLUTCH and BRAKE PEDALS Series 40-60  
Black ..... CB-343BK ..... \$5.50 ea.  
Brown ..... CB-343BN ..... \$5.50 ea.  
Series 80-90 ..... CB-32BK ..... \$7.50 ea.  
Brown ..... CB-32BN ..... \$8.50 ea.



PEDAL FLOOR SEALS; All Models  
..... FS-375 ..... \$13.00 pr.



1937 ONLY! ACCELERATOR PEDALS Series  
40-60 Back.. AP-37BK ..... \$27.00  
Brown ..... AP-37BN ..... \$29.00



SHIFT BOOT. 1937-38 Series 40 ONLY!  
Black ..... SB-348BK ..... \$ 9.50  
Brown ..... SB-348BN ..... \$10.50



TIE-ROD ENDS. 1937-38 Series 40  
Left Hand THREADS. TE-371L ..... \$27.00  
Right Hand THREADS. TE-371R ..... \$27.00



FUEL PUMP KITS ; SER. 40 FK-24 ..... \$25.00  
Series 60-80-90 ..... FK-116 ..... \$30.00.



CARB. KITS: CARTER ..... CK-360C \$25.00  
STROMBERG ..... CK-37XS \$26.00



TORQUE BALL SEAL KIT. ALL MODELS  
TBK-343 ..... \$26.00



1937 Ser. 40-60 Front Door VENT Window  
REGULATORS ..... VWR-37 ..... \$65. pr.



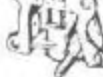
SUNVISOR BRACKETS For 40-50-60 Closed  
Cars ..... VB-370 ..... \$45. pr.



ARM RESTS (door) METAL BRACKET and  
SPONGE. not covered ..... \$27. ea.



VISOR "VANITY" MIRROR. VM-369 ..... \$25. ea.



RUNNING BOARD RUBBER

MATS. 1937-38 Series

40 Only! Requires Some Splicing on Inside Edge.  
RM-378 ..... \$425.00 pr.



RUNNING BOARD INSULATORS. 1937-38

All Models. ALL NEW MATERIAL!

4 Needed Per Running Board.

RI-378S ..... Set of 8 ..... \$160.00



HOOD REST PADS. 1937-38 6-8 Per Car.

HR-378 ..... 4.00 ea.



DASH GLASS. SILK-SCREENED on

Back of GLASS in COLORS as

Original. 1937 ..... SPEEDO DG-37 ..... \$38.

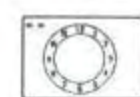
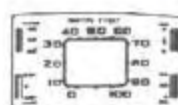
..... RADIO ..... RG-37 ..... \$23.

..... CLOCK ..... CG-37 ..... \$28.

1938 ..... SPEEDO DG-38 ..... \$38.

..... RADIO ..... RG-38 ..... \$23.

..... CLOCK ..... CG-38 ..... \$28.



PLASTIC DASH KNOBS DK-37(38) ..... \$ 6.

PLASTIC DOOR HANDLE and Window

Winder RINGS. HE-37(38) ..... \$ 4.



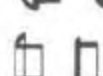
OUTSIDE DOOR HANDLE CHROME

and RUBBER GROMMETS.

1 FERRULE & 1 GROMMET Per Set.

1937 ..... DGF-296 ..... \$5./Set

1938 ..... DGF-380 ..... \$5./Set



DOOR FERRULE INSTALLATION TOOL.

\$20. Refundable if Returned Within

30 Days. DF-TOOL ..... \$30.



1938 TRUNK HANDLE/LIGHT MOUNTING  
SEAL ..... DH-381 ..... \$8.50



RUMBLE SEAT LATCH 1937-38

DL-368 ..... \$65.



MOTOR MOUNT, FRONT. All Models

ROUND PADS ..... SP-338 ..... \$10. pr.

MOUNT ..... MM-347 ..... \$28. ea.



FRONT END BUMPERS;

UPPER ALL ..... UB-379 ..... \$ 5. ea.

LOWER ..... LB-3X0 ..... \$22. pr.

1937 HUB CAPS. All Ser ..... HC-37 ..... \$60. ea.

16" WHEEL TRIM RINGS-TR-16S ..... \$89./SET of 4

1937 or 38 HOOD ORNAMENT ..... HO-3X ..... \$75.



SOME OTHER ITEMS WE STOCK: BEARINGS,  
DECALS, ENGINE PAINT, DECALS, SHOP  
MANUALS, PARTS BOOKS, BODY BOOKS and MORE.  
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- Model 46S
- Model 47
- Model 48 (1937 only)
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- Model 66
- Model 66S
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